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## Official and Classified ADVERTISEMENTS

Continued from Page 15

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# fishing news

December 2, 1977

No. 3856

Est. 1913

15p

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## Friers' protest

Continued from page 9

specific conservation areas to be observed by all countries; encouragement of fish imports with possible restricted practices on foreign landings; EEC aid to develop underutilised species; and to open negotiations with Iceland and Norway to allow British trawlers to return to traditional fishing grounds.

"The fish traders backed their proposals with strong arguments. 'The government has got a hard line on oil. Why?' argued Mr. Parker, 'can't they do it with fish?'

"People care about fish and chips — it's the basic food for the housewife. To her oil is nothing."

"There is simply no alternative to fish and chips. As a cheap meal it stands alone," added Mr. Parker.

## PACT

From page one

In Brussels, immediate measures should be taken unilaterally to preserve stocks.

The fishermen agreed that quotas as a form of protection could not succeed. Coastal states, they said, were entitled to retain exclusive control of sufficient fishing grounds to enable their fishing industries to expand to develop properly.

After the meeting one British fisherman warned: "We have done everything we can and been generally moderate so far. But if they failed the militants would take over and that possibility should be a real warning to both governments."

Another fisherman said that, with their gross overcapacity, our continental partners had fished indiscriminately and without regard to the future. They now wanted the Irish fishermen to pay for their mistakes and bad management.

After some criticism from fishermen during his public speech, Irish minister Brian Lemhan agreed to stop referring to a zone "of up to 50 miles" and, instead, to speak only of an "exclusive 50-mile zone".

Fishermen hailed this as a major victory.

"It's a better buy than school meals and it would be foolish to destroy our industry when the school meal industry is crumbling."

"Turning to the area of European co-operation, Mr. Crisfield, president of the NFFV said: 'The emphasis must be on getting the EEC to move... the minister is to us,' said Mr. Crisfield."

"Now that we want a Common Fisheries Policy in the EEC it should allow the EEC to take part in negotiations with Iceland, Russia and particularly Norway so that we can start bargaining with what we can offer them."

An international system was also being proposed among MPs present. Sir Gilmour (Con. Fife East) said he wanted to see absolute control of who fishes in the 50-mile zone. However, he added: "But we also want to barter with other countries for fishing."

Nat Jacobs of the National Federation of Fishmongers gave weight to this argument when he pointed out to the British, preference for both fish such as cod, haddock and halibut, found mainly in Norwegian waters.

During the meeting Mr. Jacobs welcomed the fact that the industry was working together.

## 'Sisters' for Don

TWO 75 ft steel fishing boats are being built at the John Wood Group's Aberdeen yard for the subsidiary Don Fish Co. (Peterhead) Ltd.

The order, for a total of £900,000, and the vessels should be ready in March or June next year and will be near sister ships to the John Wood Group's 75 ft steel fishing boats.

The order, which is being financed by the John Wood Group, is a significant step in the expansion of the company's fleet and is expected to provide a significant boost to the local fishing industry.

## Norway warns

A DRAFT agreement between Norway and the EEC on fishing is in danger because of internal conflicts within the Community. There is also a strong possibility of a bilateral agreement with Britain on conservation, say Norwegian sources.

Norway cannot accept a situation continuing the present status quo states Norwegian Fisheries Director, Knut Vardal.

Although a draft agreement has been successfully negotiated with the EEC, this still has to be ratified by individual countries. With Britain and Ireland not supporting the Commission's position on a Common Fisheries Policy, the Norwegians say this will cause great difficulties.

## INTERNATIONAL NEWS — FASTER!

WHAT'S Norway doing? Can we get back into Iceland? What are our prospects in the South Atlantic?

In the era of the 200-mile limit, these are all international questions which affect British fishermen.

To provide the answers and to bring his reader right up to date with news and events in the industry, *Fishing News International*, our sister journal, is changing from a magazine to the bright, readable form of a tabloid newspaper.

From the January issue, *FNI* will look and feel different. The pages will be larger and better. The reports will be more immediate and there will be interesting new features, presented briefly, crisply and precisely.

But *FNI* will not be out of the news on the amount of information it provides, or on the high standards of accuracy it has maintained over the last 16 years.

Regular sections on new vessels, ports and markets will still appear in the paper, and all the major international conferences and exhibitions will be reported.

The key word in the new style is speed! Faster printing, faster delivery, faster news. Wherever you are, you can receive *FNI* through a new airmail delivery service.

## — says Silkin

EEC PROPOSALS to divide up fish resources are "totally, utterly and irrevocably unacceptable". If next week's meeting in Brussels did not prove "fruitful" the Government is ready to act to conserve fish stocks, Minister John Silkin said in a House of Commons speech on Monday.

The clear lesson of the past year has been that it is very difficult to secure agreement of all member states on measures regarded as essential, even if they were fully supported by scientific evidence.

Mr. Silkin followed this assessment by saying that the Community document setting out the basis of the common conservation policy, non-quota conservation measures was not satisfactory and the Government would press for a stronger and more effective set of measures.

The debate was a curtain-raiser to the fisheries council meeting starting in Brussels on Monday (Dec 5) which Mr. Silkin said would be considering, once again, whether it was possible to reach a policy or whether, once again, they had to resign themselves to that series of ad hoc measures to which they had become accustomed in Brussels and which were no substitute for a real lasting policy.

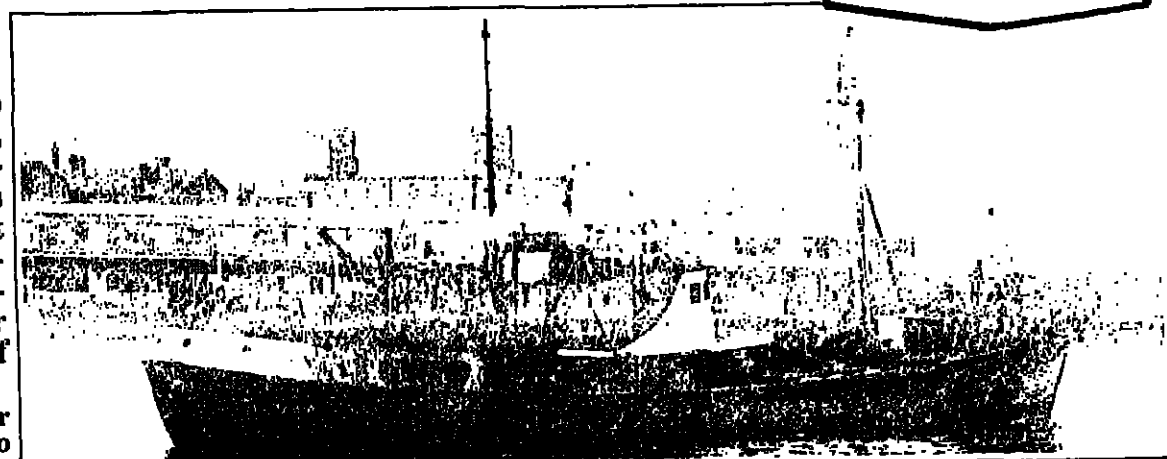
The House was considering a series of EEC documents, one of which, in Mr. Silkin's words, "purports to show us how to divide up the fishing resources of the Community". This was based on the NEAFC proportion of days before 200-mile limits and even if it were amended, as the Commission had agreed in principle to take account of British losses in the waters of third countries, that would not meet United Kingdom needs.

The proposals took no account of the fact that 80 per cent of EEC fish stocks were in United Kingdom waters. He was cheered when he described the proposals as "totally, utterly and irrevocably unacceptable" to the Government.

The percentage of by-catch allowed in industrial fishing by the conservation proposals was too high and there would be inadequate control of carrying small mesh nets in white fish trawls.

More control, he said, was needed. Many trawls and power limit within coastal waters, east side of the North Sea, and the Government also approved a series of relaxation of conservation rules in the Barents and Kattegat.

Continued on page two



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## Ready to go-it-alone

Continued from page one

However, proposals to increase mesh sizes of standard white fish mesh in the North Sea from 70mm to 80mm, and to require a 70mm mesh for nephrops, would bring an improvement in white fish stocks and deserved very serious consideration.

If they asked fishermen to accept that, which would mean a loss of catch for the time being, they must also do something about the tremendous catch of small white fish taken in the course of industrial fishing in the North Sea.

The Council had agreed to a study to discover whether a more general derogation for coastal fishermen might be possible without damage to herring stocks. Fishermen in Northern Ireland, the Western Isles, East Anglia, and Sussex had pointed out that they had exactly the same problems as those small French vessels which had been granted a derogation.

If all concerned were willing to think constructively, rather than to keep looking back and demanding everything that appeared to have been prejudiced at the time of British accession, the basis for a settlement existed. This, while recognising the needs of the United Kingdom, could be of benefit to the EEC as a whole.

He hoped the next week's discussions would be fruitful but affirmed that the Government were ready to act to conserve stocks should that prove

necessary.

The official Opposition view was put by Michael Jopling (Con. Westmorland) who said the proposals Mr. Silkin had outlined did not go far towards a Common Fisheries Policy.

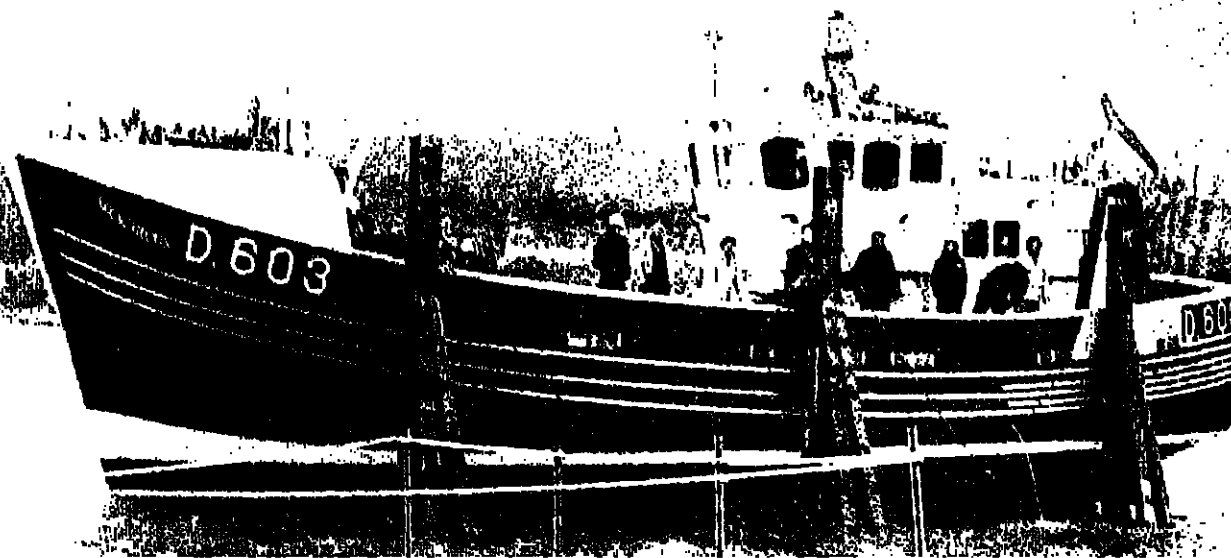
Scientists seemed to be agreed that the present EEC waters catch of about 3,000,000 tonnes could be increased to 5,000,000 tonnes with proper conservation policies. Recent examples had shown that quota systems could fall down. British fishermen had been robbed.

The Opposition were not confident about the ability of some member states to carry out inspections and deal with catch controls. Blind eyes had been turned to flagrant breaches of regulations.

The new CFP must find a way of reducing opportunities for cheating which was rampant.

Minister's mandate: page 16.

## IRELAND'S 'MIRACULOUS'



MARITIME industries' yard on the Lee estuary near Cork, Ireland, has launched its latest 65-footer. She is named *Miraculous* and has been designed by G. L. Watson.

The Iroko-on-oak boat has accommodation for a crew of seven plus the skipper and a hold for 300 crabs. Her deck gear includes six-ton hydraulic Brattvaag trawl winch and the main power unit is a 425 bhp Kelvin.

# Huge Christmas herring landings

## quotas likely

LANDINGS of winter herring in the Manx fishery following the seven-week close season are so good that quota restrictions may once again have to be imposed by the Isle of Man Government's Board of Agriculture and Fisheries.

opened again on Monday last week and landings were good throughout the week at Peel. Up to the weekend, four Ulster boats on the grounds landed over 300 units per day.

Prices, however, have tumbled from the £80 per unit peak in September to between £26 and £33.

"Christmas herring" is being brought up by local kipper

curers who were forced out of the market by the summer's record prices. The remainder is going to local processors.

The total amount of herring taken from the Manx fishery up to October 1 when the close season began was 10,800 tonnes, 73 per cent of which was landed at Manx ports.

This represented a 25½m turnover, 24m of which was estimated to be the first-hand value to fishermen from buyers on the island. Prices jumped to three times that of

I.O.M. Fishermen's Association secretary, Mike Richards, said that a quota of around 1,000 tonnes remains to be taken between now and the end of December. The Government is monitoring the situation and if last week's catch rate continued, further restrictions could be imposed, he added.

Quota figures for the 1978 herring season on the Manx grounds have not yet been made available, although preparations for it are in hand.

The Board of Fisheries has already invited applications for herring salesmen's licences for next year.

## COMMENT

WHEN the Department of Trade launched its vessel survey rules on the industry in 1975, it was like a red rag to a bull. The men who felt the effects were those who could least afford it.

While it is true that a price cannot be put on safety, no man can be expected to appreciate this when it means an end, perhaps, to his traditional livelihood.

Apart from the EEC, the Department of Trade attempted to produce just about the wildest outburst of "danger" seen from in-shoremen. The heat has now been taken out of the situation by the establishment, four months ago, of the Fishing Industry Safety Group.

After his earlier "suck it and see" approach, Minister Clinton Davis made the right move in getting fishermen involved in the FISG set-up.

As can be seen from the Group's interim report (page 4) considerable progress has been made in easing the regulations and making them more realistic.

The big success of the Group is that fishermen now feel they have a direct line of communication to the Department.

As the rules stood in their original form, far from making the business of going to sea more safe, they could have contributed to the dangers. With yet another financial burden hanging over him, a skipper might have been tempted to stay out in dangerous conditions just to make a trip pay.

## fishing news

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110 FLEET STREET, LONDON EC4A 3JL  
Tel: 01-353 6961. Telex: 21977

Circulation: Ann Dunsford  
75-77 Ashgrove Road, Ashley Down, Bristol BS7 9LW.  
Tel: 0272 426711

Published weekly

Retail subscription rate: £8 per annum  
£8.50 overseas

Registered as a newspaper at the Post Office.

ABC

## GRIMSBY TRAWLER OWNERS CUTS 100 JOBS

GRIMSBY trawler owners Consolidated Fisheries Ltd. have announced sweeping economies and redundancies in all departments amounting to roughly 60 per cent of the total workforce.

The economies, which became effective late last week, include the laying-up of seven of the firm's 11-strong distant water fleet. It is indicative of the very real difficulties the British fishing industry, especially the distant water section, is facing.

About 130 fishermen's jobs will be lost through the withdrawal of the trawlers, while roughly 50 workers ashore will be made redundant.

There is also the added danger that the trawlers could be laid-up for good unless the 1978 quotas from Norway — almost the only distant water grounds left — are in any way generous.

The present thinking within the industry on this subject is very gloomy and a considerably reduced allocation from the Norwegians is expected.

## Russia

This year the distant water fleets have managed to work the Norway coast and its sector of the White Sea until November 5, but there has been a considerably reduced effort in terms of vessels fishing. Earlier this year the trawlers also had access to some Russian grounds.

Consolidated blame exhausted quotas off Norway, singling out the French for

overfishing, and displaced distant water trawlers making losses on the Western middle water grounds for laying-up the vessels.

On the latter point the firm believes conservation measures should have been made five years ago to protect the rapidly dwindling fish stocks off Scotland.

This bad news for Grimsby came at a time when the port is going through a very lean spell. Wet fish landings have recently hit rock bottom creating unemployment amongst merchants and in the processing factories.

Meanwhile the port's three distant water operators — BUT, Boston Group and now Consolidated — have a string of distant water vessels, approaching 25 in number, tied up along Grimsby's North Wall because there is nowhere left for them to fish with any certainty of not incurring further losses.

It will be mid January before any of these trawlers land another distant water trip at Grimsby and the likelihood is that their numbers will be swelled as the economies forced on to Consolidated squeeze the other owners.

Last week the distant water ships *Spurs*, *Barnsley*, *Port Vale* and *Notts Forest* returned from Bear Island/Spitzbergen trips and

were immediately tied up alongside *Crystal Palace* and *Huddersfield Town*, leaving Consolidated with five of its 140ft. sister-ships at sea working the Western Isles.

## Largest

Blackburn Rovers landed on Monday and it could be her misfortune to join the others, leaving Consolidated with just four vessels working the Western Isles for the remainder of 1977, although this is by no means definite.

Consolidated Fisheries Ltd. once owned the largest fleet of trawlers in the world. During the 1920s and 1930s it had a huge fleet, well in excess of 100 vessels, based on Grimsby, Swansea and Lowestoft, but this mighty fleet shrank as the industry declined, until only the headquarters at Grimsby now survives.

## in BRIEF

PARLIAMENT has approved for a further year existing arrangements for grants and loans for buying and improving fishing vessels. Also provision of plants for processing fish or for making ice.

THE second of the Buckland Foundation Lectures on crabs will be given by this year's Buckland Professor — Dr. Eric Edwards of the MAFF Shellfish Laboratory at Burnham-on-Crouch. It will be held at the Kings Arms Hotel, Berwick-upon-Tweed, on Thursday, December 8 at 7 p.m. Local fishermen and other interested people are invited to attend.

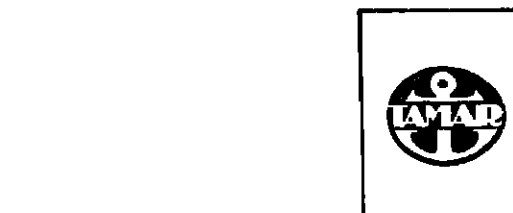
MR. Edward A. Smith, executive manager of Kelvin Hughes Charts and Maritime Supplies, has been appointed a divisional director of Smiths Industries Limited.

THE Conservative Fisheries Committee has elected the following officers for the coming year: Chairman, Patrick Wall; vice-chairman, Sir John Gilmour; secretary, Sir Frederick Bennett.

NEARLY £23,000 has been raised by Scarborough's Fishermen's Wives Hospital Fund. Their target is £40,000 needed for an intensive care unit at Scarborough Hospital.

Maggie Mainprize, chairman, said that the members of the committee could hardly believe the amount.

"We think we have done so well because the whole town has made a combined effort. We are very grateful," she added.



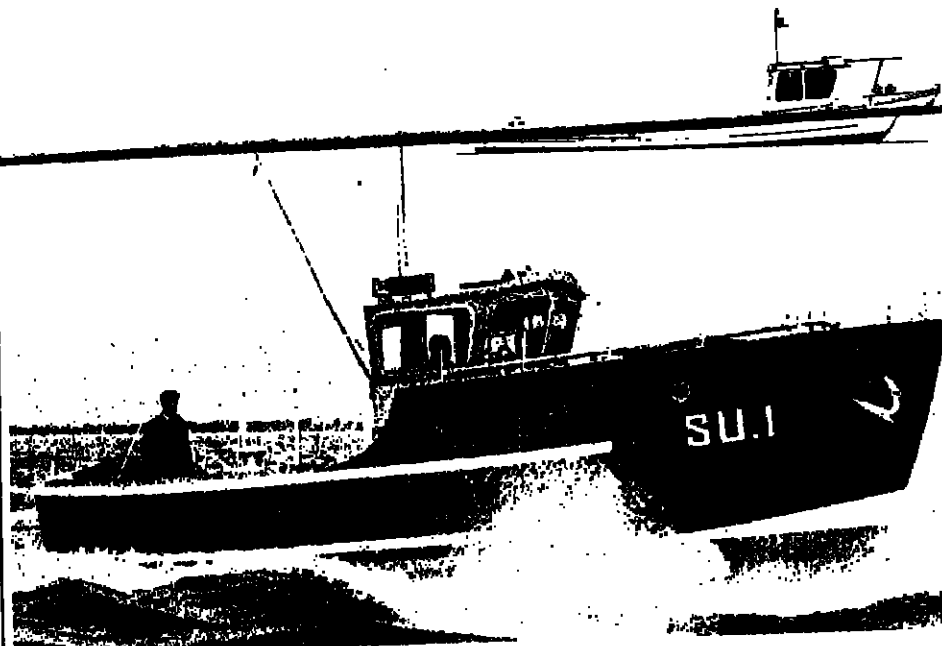
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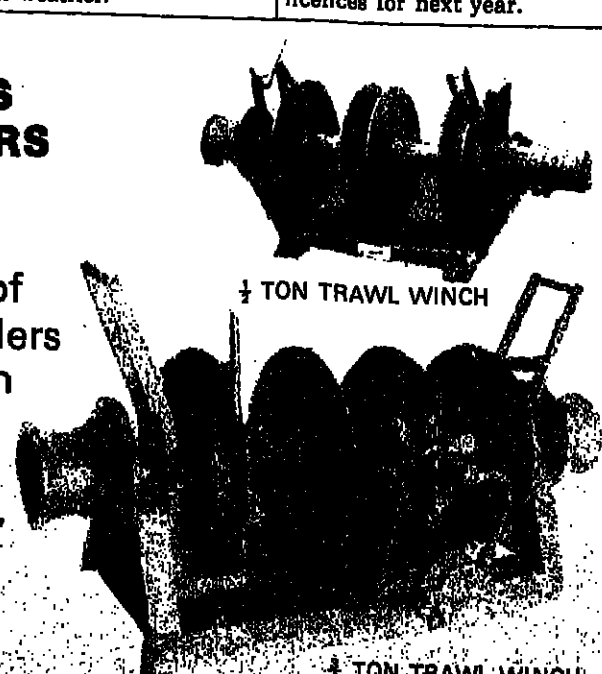
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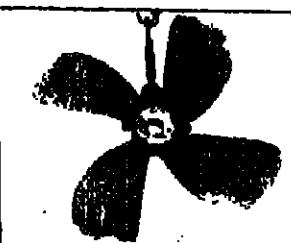
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# MORE DoT SAFETY RULES RELAXED

BEAM TRAWLERS as well as old smaller boats are being treated as "special cases" under the Department of Trade safety regulations for fishing vessels. A special "period of grace" is also being allowed for boats to comply with the rules after survey.

This move is noted as part of a more practical and flexible approach to the rules — in an interim report published by the Fishing Industry Safety Group.

The FISG was set up in July this year to advise Ministers on the regulations and comprises representatives of the fishing industry as well as Government departments.

Already, as a result of FISG representations, fees for surveying vessels for the first time have been reduced by an average of 42 per cent (*Fishing News*, November 11).

Foreign built boats — especially beam trawlers from Holland — have found it difficult to measure up to DoT stability requirements. FISG has now endorsed a proposal to confine surveys on beamers to a stability check, using a simple roll-period test, and an examination of safety equipment.

## Failure

No vessel will be stopped fishing after an initial failure to fully satisfy a roll period test.

To encourage boats to come forward for survey, a 12-month grace period will be permitted, after survey, to allow compliance with the surveyor's requirements. A special "interim certificate" will be issued.

Exemptions are being made for older and smaller vessels from the 1975 Rule

requirements for lifeboats, lifebuoys and line throwing apparatus. Where there is a lack of stowage space the standards embodied in the 1965 Rules will be allowed. A handbook is being made available with a list of other exemptions to the rules.

An examination of the radio rules is now being undertaken by FISG. There has also been a lot of objections to watchkeeping receivers which, it is claimed, are subject to interference and are noisy in use.

In conclusion the report notes that owners have delayed presenting their boats for survey because of earlier differences between the inshore industry and the Department. The general view of the Group is that these differences have now been resolved, although on behalf of Fleetwood fishermen, a representative insisted on reservations being recorded about the introduction of the scheme for inshore boats.

# ...Survey now realistic

by Clinton Davis, MP, Parliamentary Under Secretary of State for Companies, Aviation & Shipping.



Clinton Davis

## Long way

"Since that time very necessary improvements in safety and benefits to seafarers, brought about by the great 1894 Merchant Shipping Acts and subsequent legislation, have transformed the situation. We have come a long way in those 80 years or so and can justifiably claim today a UK record second to none.

"I would not, for one moment, suggest that today's fishing industry has safety problems comparable with merchant shipping in the 19th century or that it is unaware of its responsibilities. On the other hand, surely no one will seriously argue that the need for adequate safety standards is less relevant in the fishing industry today than it is for any other major industry, or that fishing is not a high risk occupation.

"Once the survey began, the industry, as I have come to expect, wasted little time in telling me in their customary forthright style what they thought about the way the Rules were working. Having listened to their views, I decided to set up the Fishing Industry Safety Group; and I tried to ensure that it was truly representative of the inshore industry. It set to work with an admirable sense of urgency and now, after only four months of intensive work, it has submitted its interim report, which appears above. I have found it impressive and most encouraging.

"The Group has grappled with the more immediate and difficult problems to which the industry had drawn attention, and I believe, produced practical answers without delay. I have found it impressive and most encouraging.

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# COD SHORT —BUT NO RECORDS...

SLACK fishing on all grounds again hit grimly hard last week and landings fell below the 10,000 kit mark.

Cod — still in short supply — failed to reach the giddy heights of the previous week however. Kits of cod changed hands at most auctions in excess of £80.

## Evidence

Not one distant water ship brought back more than 900 kits and this was ample evidence of how badly the Far Island and Spitzbergen grounds are fishing.

Early the outstanding trip to BUT's Rose Rodney (Skipper Geoff Carsberg) which hit the week's high spot with just 898 kits, all codstuffs save 100 of rocks and four of reds, on the Monday market from a 24-day Far Island trip.

Rose Rodney's grossing of £4,089 was never bettered during the remainder of the week.

Saddest note was un-

doubtedly the final trips — in 1977 at least — of the Consolidated Fisheries' quarter *Spurs*, *Barnsley*, *Notts Forest* and *Port Vale*.

The four had been diverted from the White Sea after Norway imposed her ban and had struggled through 24 and 25-day trips.

Their returns were: *Spurs*, 769 kits, mostly codstuffs, £25,314; *Barnsley*, 684 kits, mostly rocks, £18,974; *Notts Forest*, 644 kits, mostly codstuffs, £22,174; *Port Vale*, 625 kits, codstuffs plus some rocks, £22,071.

## Honours

Taylor's *Okino* (Skipper 'Snowy' McUlrich) picked up the middle water honours after a trip in atrocious weather with a grossing of £15,468 from a beautifully mixed 15-day Westerly trip.

The only seiner to land all week was *Brizlee*. She took a hammering earning £2,036 from 41 kits, mostly flats.

Right: Consolidated's *Notts Forest* landed 644 kits worth £22,174. Now she is laid-up.

# EXTEND CASH TO SCRAP SCHEME

AN EEC cash incentive scheme for scrapping vessels over 24m. (79 ft) should be extended to inshore boats.

This view was put forward at a meeting of the EEC's Joint Committee on Social Problems by David Aitchison, chief-executive of the Scottish Fishermen's Federation, in Brussels last week.

At present the pay-out is scheduled at 300 units of account per gross ton but, Mr. Aitchison said, a higher scale of payment would be necessary to make it attractive to inshore boats.

The scheme is aimed at overcoming the problems of nations which had built up an over-capacity of fishing effort.

Fishing News asked Mr. Aitchison if he thought that extending the scheme would help to cushion any possible scrapping of Scottish boats?

"We do not have an over-capacity problem," he said. "But it might help the Danes who look like having to get rid of some of their industrial fishing fleet."

AN ex-deckhand on the Grimsby trawler *Rose Khar* has won the Sir Francis Chichester Award. Richard McCormick came ashore to work for a degree and has won the award for "brilliant navigation and effort."

# Tot up hp on the side

SIR, The policy of using quota systems for restricting the amount of fish caught is both difficult to enforce and apply selectively to one species, especially when vessels and gear become even more multi-purpose.

A far better way of controlling the fishing effort is to limit the fishing effort by controlling the amount of horsepower applied to a given sea area.

Generally speaking, the size of towed fishing gear like trawls is dependant on horse power available — and more hp needs bigger ships to float the engines.

As the size and efficiency of

Changes 'no bonanza'

SIR, I regret the implication behind the Comment headline last week "Good news for the net makers only". It is a silly headline propounding a point of view that is unworthy of your usually excellent publication.

In any event, changes in mesh size regulations bring no bonanza to the net makers even in the short term. Far more likely is the prospect of stock write-offs as net made in anticipation of customers' requirements becomes illegal overnight.

No, the primary interest of any supplier is that his customers (in this case, the catching side of the fishing industry) should be able to operate and plan in a stable and viable environment. I share their regret that this is at present not the case.

JOHN M. T. ROSS  
Consult. Mar. & Fish. Eng.

# Mini-fish shocker

## -NET MESH MEASURED 'BY FORCE'

AN IRISH fisheries officer said in court last week that of all the vessels he has boarded he had never seen so many undersized fish as aboard that of the Spaniard charged before the court.

Manuel Santos Oliveira from Passajes, San Sebastian, skipper of *Versalles I*, was fined a total of £200 and his catch and gear valued at £10,475 was confiscated when he appeared at Skibberen Court, County Cork.

He faced six charges of illegal fishing in Irish waters,

but three of the charges were dismissed and he was convicted on the other three.

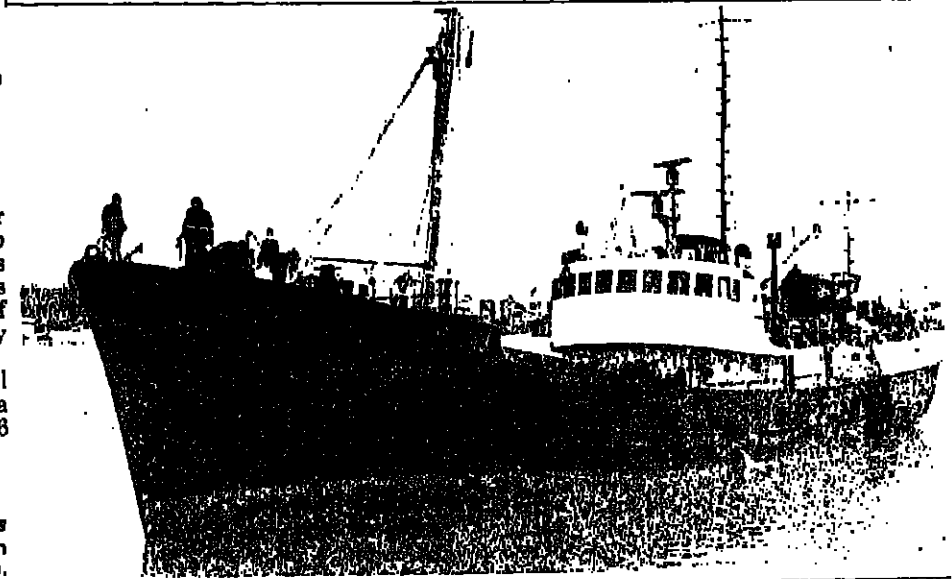
His catch when arrested off the Great Skellig by the protection vessel *Fola* included

hake and sole. The fisheries officer, James Conlon of the Irish Department of Fisheries, said that he measured the net and found it to be under size.

He gave his gauge to a crew member to measure it for himself. By forcing the net the crew member, who was a big man, got larger measures and claimed it was legal.

The skipper said he was not fishing and denied having live fish on board, although a naval boarding party claimed there were live fish on deck and in boxes.

Oliveira said the trawler had lost her gear about 200 miles away from where they were arrested and, because of bad weather, was going to Valentia to meet a companion ship and get more gear.



## VANDALS ON THE RAMPAGE

GROWING concern among Isle of Man fishermen about interference and damage to boats in harbour has resulted in "substantial rewards" being offered for the arrest of the culprits.

Equipment has been stolen from berthed vessels, gear damaged and, most seriously, boats have been cut adrift. In one such incident, an untied herring boat drifted out of Peel's inner harbour and was only noticed and retrieved as she was drifting out past the breakwater.

## LETTERS

towed gear is, in fact, dependant on hp, so also is the amount of fish caught by the towed gear method.

If, instead of regulating the amount of fish a fleet is allowed to catch in a given sea area, we were to limit the amount of hp that would have the following advantages:

1. If the amount of hp were painted on the ship as well as the name and number, policing aircraft and ships would have no difficulty totting up the hp being applied to the fishing area.

2. If, say, Belgium were allocated X amount of hp in British waters and could be topped up (which ever was the area's total quota was reached (whichever was reached soonest), the fishing boats themselves would do their own policing. This would not only ensure other Belgian boats did not apply hp to gear in the area, but would try to ensure no-one

else did either, because once the total quota was reached all fishing would stop.

3. This policy would favour a country like Britain, because it would be uneconomical for a small fishing boat to cross the North Sea waters, so they will only fish easily policed big ships. On the other hand, it would be quite economical for Britain to apply her hp quota in numerous small vessels, so helping to improve the unemployment situation and also policing the area.

4. It will be possible to ap-

prehend a vessel red-handed for exceeding the hp quota, confiscate her gear and catch, and not have to argue about quantities and types of fish caught and when.

A disadvantage would be the much hp to work in quantity. But, because they are set gear, such things are easily inspected and the gear itself can be made selective by working large hooks or large mesh nets.

R. D. LEAKEY,  
Settle,  
Yorkshire.

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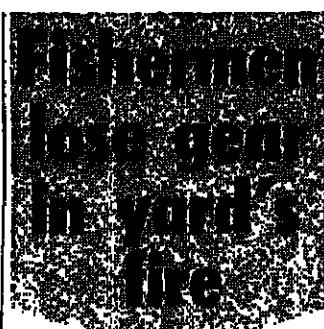
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**FRASERBURGH** fishermen were dealt a blow when a fire broke out in a storage yard owned by Richard Irvin & Sons Ltd. causing a big loss of gear.

Between 18 and 20 boats have lost gear in the blaze, according to manager James Reid.

It will probably be a few weeks before the total damage can be assessed. Lists are being submitted by skippers who have lost gear.

One skipper, Andrew Ireland, said he had lost all his gear for herring, sprats, pout, white fish and prawn fishing. One of the nets lost had just been bought in March at a cost of £11,000.

A blaze at the same yard only months ago caused damage estimated at £30,000.

**REAR-Admiral C. Branson**, CBE, has been appointed managing director of U.K. Trawlers Mutual Insurance Co. Ltd. He succeeds Rear Admiral J. A. Ievers, who has retired.

# FRENCH HIT A DOUBLE-TOP AT FLEETWOOD

**FLEETWOOD'S** biggest grossings last week were both made by French vessels. With the port's fleet forced to limp home after trips hit by bad weather, it was left to the Frenchmen to maintain the bulk of supplies.

*St. Enogat* was the first to land. She had 734 kits, including 15 of hake, 90 of cod, 240 of haddock, 140 of whiting, 80 of coley and 20 of roker, which sold for £25,952.

It is a considerable time since such an amount of whittings have been landed at Fleetwood but the variety sold well, making an average of around £28 a kit.

On the following day it was the turn of *Lorient* trawler *Bressay Bank*. She had 787 kits, of which more than 200 were of reds, worth £23,112.

Also included in the catch were more than 110 of cod, 160 of haddock, 100 of whiting, 25 of coley and 60 of dogs.

It was a different story for the local middle-water trawlers which had to put up with some of the worst weather experienced in years. The stern trawler *Guinea*, commanded by Skipper A. Barkworth, came out on top of the list with her 494 kits, including 10 of hake, 25 of cod, 40 of haddock, 10 of whiting, 80 of coley and more than 200 of dogs, selling for £12,333.

It was once again a week which saw the port's successful pair teams unable to realise their full potential.

*Idena* (Sk. Gordon Wignall) and *Norina* (Sk. Bill Reader) were forced to stay out for 18 days but they earned little.

*Idena* landed only 117 kits while *Norina* had 262 kits. The combined total grossing was £13,500.

Top average of the week went to the Irish stern trawler *Marie Jacob* which managed to get enough fishing in on the Irish Sea grounds to catch 54 kits — worth £1,540.

The only consolation for the port's fishermen was that their landings made weaker prices.

Cod went up to more than £80 a kit, coley averaged more than £30 and roker rose up to £60.

**OBITUARY**  
**TALBOT** Joseph Evelyn Ford, a port health inspector for 33 years, died in a Grimsby hospital last week. He was 79.

A well-known and respected figure on the fish docks, 'Tal' Ford had been based at Grimsby for over 25 years.

Mr. Ford was a native of Hull. He joined the Merchant Navy in 1912 after studying at the Hull Technical House Navigation School.

He twice stowed away aboard cargo ships before he was 14 years old.

After serving in the first world war, he remained at sea as a master mariner until 1930.

Mr. Ford was also a professional boxer of some ability, combining the boxing with his sea-going by training on deck at sea.

He is survived by two sons and two daughters.

## Net offence — two fined

**TWO** fishermen were pounced upon by bailiffs in Amble Harbour, Northumberland, after they unloaded their catch and were preparing to cast off.

At Amble Magistrates Peter Robinson, both of Amble, pleaded guilty to carrying an unlicensed net on board a cable. They were each fined £40 and ordered to pay £7.50 costs.

Solicitor, George Hawke, prosecuting for the Northumbrian Water Authority, said two nets were spotted on board the cable when only one was allowed.

The accused were permitted to fish for salmon and grayling trout, but to use only one net at a time.

Water authority staff saw Mr. Straker and Mr. Robinson tie up their cable in Amble Harbour and lift 13 fish from a net in the cable on to an old dredger. Another net was noticed aboard.

Mr. Robinson said he was carrying two nets for convenience but had no intention of fishing with both nets at the same time.

Mr. Straker and Mr. Robinson "glanced in an apprehensive manner when a patrol boat entered the harbour," said Mr. Hawke, adding, "they appeared to be greatly relieved when they had finished unloading."

The cable was boarded by two bailiffs as the accused prepared to cast off.

Mr. Robinson said he was carrying two nets for convenience but had no intention of fishing with both nets at the same time.

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## Jobs hit by bad weather

**DOUBLE** the normal amount of Lowestoft trawlermen are on the job because of the recent bad weather.

The local Job Centre say their books are much fuller than normal for this time of year. It is hoped that many will return to sea if the weather improves sufficiently to allow the boats back on the grounds.

Lowestoft landings are also affected by weather and last week was yet another bad one.

The top trawler was *Talisman* Trawlers side trawler *Oulton Queen* (Sk. A. L. Hutchinson). She landed a 231 kit catch which sold for £10,875 on Monday after a 13-day trip.

The Boston Group's stern trawler *Boston Sea Dart* (Sk. A. Quantrell) took second place with a £10,662 grossing after a 13-day trip to bring home 174 kits.

The only other vessel to top the £10,000 mark was Colne Group's side trawler *St. Rose* (Sk. S. Jonas), which landed a 210 kit catch worth £10,034 on Monday after 12 days at sea.

Another Colne side trawler — *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9,930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 9-day trip.

*Talisman's* stern fisher *Barnby Queen* (Sk. Colin Craig) returned with 205 kits earning £9,681. Sixth place went to Colne's stern trawler *St. Patrick* (Sk. David Bedford). She landed a 221 kit catch worth £9,462 after a 13 day trip.

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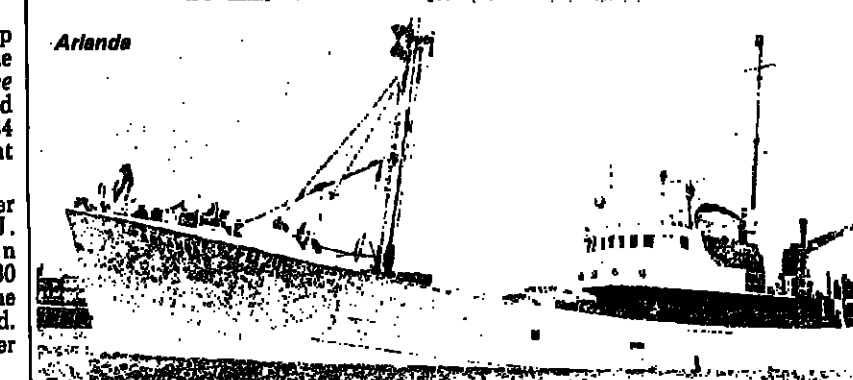
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## AFRICA BOUND



**TWO** more Fleetwood trawlers are bound for Africa. The side trawlers *Arlanda* and *Marettia* have been sold to Ghana and are expected to sail for their new port — Tema — soon.

They will sail with delivery crews consisting of Fleetwood men.

Both ships, which have been engaged on oil rig support work, have a distinguished part in the port's recent fishing history. *Arlanda* was built at Beverley in 1961 and ultimately became one of Fleetwood's most successful middle-water trawlers under the command of Skipper Tom Christy, being top ship on several occasions.

*Marettia* was built at the same yard and was commanded by Skippers Sid Christy, Victor Buschini and John Dunne.

While Skipper Christy was in command the vessel was top Iceland ship for two years running.

The vessels are to be fitted out with chilling equipment at Fleetwood and *Arlanda* is expected to leave in about a fortnight's time for her new port.

## EEC boats to come in 'on the cheap'

**GRIMSBY** has agreed to reduce charges on EEC fishing vessels in an effort to step-up supplies of wet fish which have fallen to an alarming level.

The decision, made last week by the Grimsby Landing Co. will put EEC vessels on to the same scale of port charges as local fleet.

Until this move all foreign vessels had to pay a special charge to Grimsby and these will remain in force for non-EEC countries, including Iceland, if the ban on her trawlers is ever lifted.

It was widely known that the big French trawlers from Lorient were not very happy with the old scale of charges for EEC vessels. Already the Frenchman *Le Verrier* was at Grimsby on Monday and it is hoped she will be followed by more of her sister ships.

However, the real difference may not be fully felt until the New Year. Many other EEC countries have also exhausted their fishing quotas for 1977 and will have to wait until January when new quotas become effective.

There is also a general shortage of fish throughout Europe, due largely to the introduction of 200-mile limits to life vessels with fish surplus to the requirements of their own countries.

It is hoped the reductions in port charges will attract vessels mainly from Denmark, Belgium, France and Holland.

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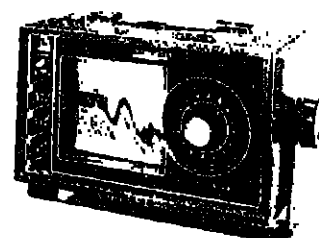
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"DESPITE the advantages of fyke and wing nets for catching eels, we would prefer to start trawling them."

"Please send information about the design and construction of eel trawls."

I don't know how many different types of eel trawl there are, but those used in Essex and Suffolk rivers resemble shrimp beam trawls in many ways.

They have beams between 14ft. and 20ft. long and mesh size of nets used approximates that of shrimp netting. Yet construction of trawl heads and the net itself differs considerably from that of a conventional shrimp trawl.

Heads are made of solid wood instead of bar iron bent to shape. They are about 20in. high and 30in. long, depending on length of beam used, and they have slots in the top to take the beam.

Though wooden heads may be best for the job, I suppose ordinary steel trawl heads could be used if the space between top and bottom, front and back of the heads was filled with small mesh netting. This would save the expense of making special heads.

The net differs in shape from a shrimp trawl. It is made in the form of a 30-50ft. cone from two flat sheets of netting joined together. A cylinder of similar mesh size netting is attached to it a few feet from its apex, forming a valve and serving as a cod-end.

## Authority on nozzles

ON RECENTLY discussing ways of increasing a trawler's towing power, I said it was feasible to fit a fixed propeller nozzle and listed firms able to supply suitable nozzles and supervise installation.

I did not mention that any fishing vessel owner, wishing to increase towing power without buying a more powerful engine, can always obtain expert advice from Burness, Corlett and Partners Ltd.

The firm does not supply nozzles but has considerable experience in the hydrodynamic design of ducted propulsion systems, which not only involve nozzle and rudder arrangement but design of propeller and flow line into the nozzle.

The firm does, however, have contacts with engineering concerns supplying nozzles and rudder systems to its designs, and it is always prepared to advise fishing vessel owners about choice of nozzle and where to get them.

If a boat-owner wants improved manoeuvrability as well as increased towing power, it is possible that the firm's own Towmaster propulsion equipment might be just what he wants.

Using the Towmaster system, one can achieve maximum pull with a fixed nozzle and exceptional manoeuvrability with the incorporated shutter rudder.

Should you have any propulsion problems—whether to do with thrust, hull shape, and water flow,

## John Burgess' Log



vibration, a cavitation etc.—the firm will help you.

Its offices are at Shipdine House, East Quay, Ramsey, Isle of Man, as well as at Worthing Hall, Basingstoke, Hampshire.

For further information, send off for the firm's brochure—"Burness, Corlett and Partners—Statement of Capability".

## Bait to suit pot or line

"I HAVE bought a boat to use for line fishing and potting, but apparently procuring adequate supplies of bait is often a problem here."

"Please tell me about types of bait usually used and about artificial baits and lures used when fresh bait is unavailable."

Baits most favoured of all by line fishermen, I suppose, are lugworms. They are relished by cod, coalfish, pollack, haddock, soles, plaice and dabs.

Lugworms are most attractive when freshly dug but they can be preserved in various ways or frozen, and still retain their attraction.

Other baits include fresh herring, mackerel, pilchard, and haddock. These are their best. This is so because their flesh is oily and contains attractive juices. All cod-like species relish pieces of these fish and so do conger eels and dogfish.

Lasks sliced from the bellies of mackerel are as effective as any when rattling or whiffing for mackerel.

Sand eels are much favoured by hand-liners. They attract red gurnards and turbot and, if used as live bait, attract bass and John Dory.

An artificial lure known as the Red Gill Sand eel is reported to be a very efficient substitute for a live sand eel.

Cod crabs also attract all cod-like species—cod, codling, haddock, coalfish (saithe), pollack (lythe), whiting and ling. They also attract skates and rays, and hermit crabs.

Prawns and shrimps are not infrequently used for bait. They attract most species, especially flat fish but are not used as extensively as mussels.

In some districts mussels are used more than any other form of bait by longliners, in others they are not favoured at all because of the amount of labour involved in baiting hooks with them and because they are easily washed off them.

Both whelks and pieces of squid remain on hooks longer and are equally attractive to most species caught commercially by long lines.

Pieces of squid are particularly attractive to conger eels and halibut, although halibut are generally taken on hooks baited with small codling coalfish and whiting.

Artificial baits and lures

used by professional handliners and trawlers include coloured feathers for taking mackerel and cod; metal spinners for taking mackerel; coloured rubber eels for taking cod, coalfish and pollack; and plastic sand eels for taking pollack and bass.

Pieces of foam plastic soaked in fish oils of various kinds have been tried as bait on longlines, but have had as little success as those baited with artificial lugworms.

Experiments with pieces of foam plastic soaked in fish oil or artificial juices conducted by scientists have so far been unsuccessful.

So, if you cannot obtain supplies of suitable fresh bait for longlines, the only satisfactory alternative is to use frozen squid.

Presumably you will be setting pots primarily for lobsters, and crabs and perhaps crawfish will be by-products. In theory lobsters are supposed to prefer stale bait and crabs fresh bait but you will probably not be too particular about using stale bait exclusively in your pots as there is little joy in handling it.

You may be more particular about baiting with tough-skinned fish (e.g. gurnard) lasting longer in pots than soft species (e.g. herring or mackerel), then with the degree of decomposition.

Common dogfish, fish heads, salted herring, rabbits, and bacon bones all attract lobsters to your pots. So, according to Pat O'Farrell, will pieces of oormorant because they exude oil.

Skate carcasses have often proved successful for lobster fishermen obtaining supplies from local trawlers.

Lobsters can also be attracted by putting punctured tins of cat food in pots. Apparently they are lured by the smell, juices leaking from the tins and also by the shine of the tins.

Common baits to attract crabs to pots include fresh gurnard, dogfish and fish heads; to attract nephrops, prawns—salted herring or mackerel, dogfish and conger eel; and to attract common prawns—fish heads.

Whelks are caught with salted cod heads, herring, skate, dogfish, shark, shore crabs and crushed mussels.

Red Gill sand eels, made by Ingram in Mevagissey, are available from St. Austell Marine, East Hill, St. Austell and Western Sea Bait, Blowing House Hill, St. Austell, Cornwall.

Feathered hooks are obtained from Cornish Feather Traces, P.O. Box 7 Penzance.

## ANY QUESTIONS?

IF YOU have any questions about baits, equipment, gear or methods, John Burgess is always prepared to try and answer them. If they are sent with a stamped addressed envelope for reply.

Cornwall and D. M. Tait, 64 High Street, Fraserburgh. Rubber eels or worms are sold at the Buchanan Supply Stores, 71 Broad St., Peterhead. Herring and pilchard oil for soaking foam plastic and other artificial baits from Kallum Products Ltd., Adelaide St., Redditch, Worcestershire. Frozen squid are available from H. Barber and Sons Ltd., Billingsgate Market, London EC3.

## Compass repairer

"I HAVE A compass consisting of a 6 in. card in a heavy brass case complete with gimbals."

The rubber seals around the glass have perished and the liquid in the bowl has escaped.

"As it is well-made, I want to have it repaired."

"But I cannot find the address of the makers—Wilson and Gillie who were based in North Shields, Cardiff and Barry. Do you know it?"

It is probable that John Lilley and Gillie Ltd., Clive Street, North Shields, Northumberland are successors to Wilson and Gillie. If so, they will no doubt repair your compass.

## Moulds for sinkers

"PLEASE TELL me where to buy moulds for making 2, 3 and 4 lb. lead sinkers for hand-lining."

Spencer-Carter Ltd., Kernick Road, Penryn, Cornwall or Buckley's, 6 Harbour Road, Bridlington, North Humberside can supply such moulds.

## Mackerel hauled fast

"INTENDING to go mackerel fishing in a 25 ft. boat next summer, I have heard that certain hand gurdies enable fish to be hauled in at a fast rate when they are on the bit."

"Where can I get one with instructions for rigging and operating lines in the best way?"

Hand gurdies are obtainable from Spencer-Carter Ltd., Kernick Road, Penryn, Cornwall; R & B Leakey, Belle Hill, Settle, Yorkshire; and the Norby Supply Company, Salmon Bay Terminal, Seattle, Washington 9811, USA.

You should ask suppliers for operating instructions.

## Purse seine too costly

"I HAVE a 26ft. trawler fitted with a 40 hp engine which is quite fast and pulls well."

"Do you think I could use a purse seine net to catch bass and mackerel inshore?"

I do not. It would be prohibitively expensive to have a net specially made and a power block and winch installed in a boat the size of yours, even if it were practicable.

It would be difficult to detect fish close inshore because of background noise and probably impossible to work the net in shallow water.

## 81-FOOTER ARRIVES FROM SWEDEN

THE 81 ft. wooden-hulled vessel *Rivo* has been bought from Sweden to go white fish and sprat trawling under her new owner, Skipper Malcolm Macaulay of Rosehearty, near Fraserburgh.

Built in Sweden about 11 years ago, the cruiser-sterned vessel is now being fitted out for her new role. She is powered by an 800 hp Blackstone engine turning a controllable pitch propeller.

Gear handling machinery includes a 20-ton Kuhnerts hydraulic trawl winch and a net drum.

A Lister 45 hp engine fitted forward, below the wheelhouse, drives a 220 V generator and the hydraulic pump for the net drum.

An unusual piece of equipment on the boat is a herring grader to sort fish into live sizes. Some 125 tons of bulk fish can be



Above: *Rivo* shortly after her arrival in Fraserburgh. Right: Her Kuhnerts 20 ton trawl winch and net drums.

carried in the fishroom.

Tenford steering gear is fitted, and electronic equipment in the wheelhouse includes Helmsman 11 autopilot, Kelvin Hughes radar, Dacsa Mk. 21 Navigator, Sailor vhf radio telephone, Atlas 600S and 470 echo sounders, and Atlas Filia 520 digital readout.

## Cheaper fish market ready for '79

IT COULD be into 1979 before a new fish market building is opened at Aberdeen.

Norman Beattie, the harbour board's general manager and secretary, said that the consultants were still preparing contract documents—and, as far as the building went, they still hope to make a start next February.

Once the documents are finalised they will go to the Scottish Dept. of Agriculture and Fisheries for approval, because of grant assistance for

the scheme had been applied for.

Mr. Beattie added that a year will be needed for construction and it will go into 1979 before there is any opening of the new building.

When the amended plan for the fish market scheme was being prepared it was decided that drawings until the scheme had been approved.

The original scheme cost more than the Fisheries Dept. felt necessary and the revised plan is for a single storey market building, with basement car parking, will cost about £2m.

## Trust blocks Helford River scheme

CORNISH fishermen hoping to use Tremayne Quay, on the Helford River, for a landing place have withdrawn their planning application from the local district council list.

Official notification of withdrawal came at a meeting of the planners last week. Members were told that the National Trust decision not to give them permission to use the area to land their catches meant they would now have to look for an alternative site.

John Trewin, chairman of the council and past chairman of Cornwall Sea Fisheries Committee, said it was an unfortunate measure brought to bear by conservationists and others which forced the fishermen to take the decision.

"We have not closed the door," he said. "But the fishermen will have to alter their plans to fit in with ours."

The issue has involved many people in the Lizard and Helford districts of Cornwall. Conservationists have and their opponents have managed to bring the matter to the attention of the Dept. of the Environment which wanted to be kept informed at all stages of negotiation.

Ben Collins, manager for the fishermen's co-op involved in the plan, said this

would be impossible. Fishing is an expanding industry not a contracting one, and there is no alternative but to look for another site.

The 30 or so boats which would have used the quay are at present mooring in the middle of Helford River, down stream of the quay, and ferrying their catches ashore to waiting lorries.

Mr. J. Pridaux, regional agent for the National Trust, said the land concerned had not yet come into the trust's ownership, and until it did the decision is only provisional.

"We have not closed the door," he said. "But the fishermen will have to alter their plans to fit in with ours."

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Now, unfortunately, the

D.of E. will have little say over the National Trust plans.

Conservationists campaigned on the grounds that use of the quay would lead to more commercialisation of the area and ruin "a beautiful stretch of river".

This was disputed by those supporting the fishermen's cause, with mining, was part of Cornwall's history and economy.

## New crabber

A 36ft. long crabber fitted out on English south coast lines has been completed in the Orkney Islands.

The wooden boat *Bileen* is being worked by Skipper Don Temple and his son, Jeffrey. The craft is even fishing pots made on the south coast too.

The *Airwheelhouse* was managed to power by a Ford diesel and is fitted with a PNEP net hauler. More details in *Fishing News* report.

## SKIPPERS DISCUSS NEW PLAN FOR PAY

APPROXIMATELY 200 skippers of boats for a couple of hours last week to discuss a pay offer from Aberdeen Fishing Vessel Owners' Association.

Joe McLean, secretary of Aberdeen Trawler Officers' Guild, said that the meeting had been held when a considerable number of skippers and mates were ashore. Counter proposals put to the owners were discussed.

He added that they were now waiting for a meeting with the association.

Meanwhile the Aberdeen fishermen's ballot on their pay-off from AFVOA ended last Friday.

Jim Allan, the crewmen's chairman, said that there were indications that the men favoured the deal.

"The offer makes our men by far the best paid in the country. Ten years ago we were the worst paid, but have managed to get this far through hard work with the owners."

## Pilchard net for £2. 5s

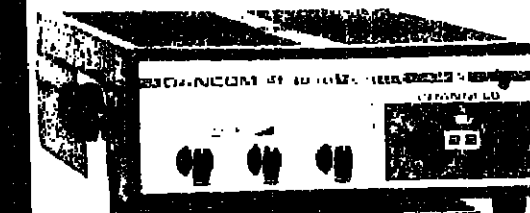
WHAT price a fishing net in the early 1900s?

A local fish and chip shop owner in Helston, Cornwall discovered a bill, receipted for the amount of £2.5s 6d.

The bill reads: "July 22, 1906: Pilchard Net all complete—£2.5s 6d." and was made out by a Ford crabsman, Harry Piddow, who later bought the shop.

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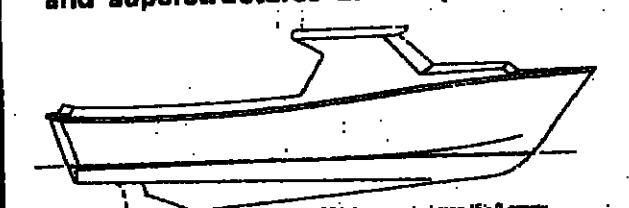
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